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(54) **POWER UNIT FOR VEHICLE**

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**B60K 17/02** (2006.01)  
**B60K 17/08** (2006.01)  
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(2015.01); **B60K 13/04** (2013.01); **B60K 17/02**  
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**2304/01** (2013.01); **B60Y 2400/428** (2013.01);  
**F16H 2057/0203** (2013.01)

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See application file for complete search history.

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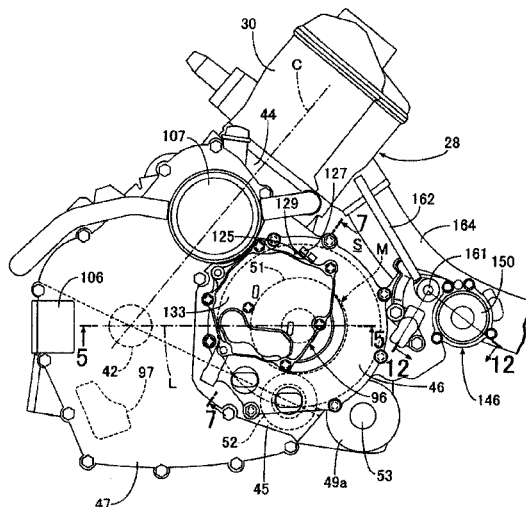
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(57) **ABSTRACT**

A transmission partly overlapping clutches as viewed from an axial direction of a crankshaft is disposed below an inclined cylinder axis of an engine main body. A speed change actuator is disposed in a position such that the transmission is interposed between the speed change actuator and the crankshaft. An exhaust pipe connected to a lower side wall of a cylinder head is extended so as to pass above the transmission and partly overlap an upper portion of the speed change actuator as viewed from the axial direction of the crankshaft.

**14 Claims, 12 Drawing Sheets**



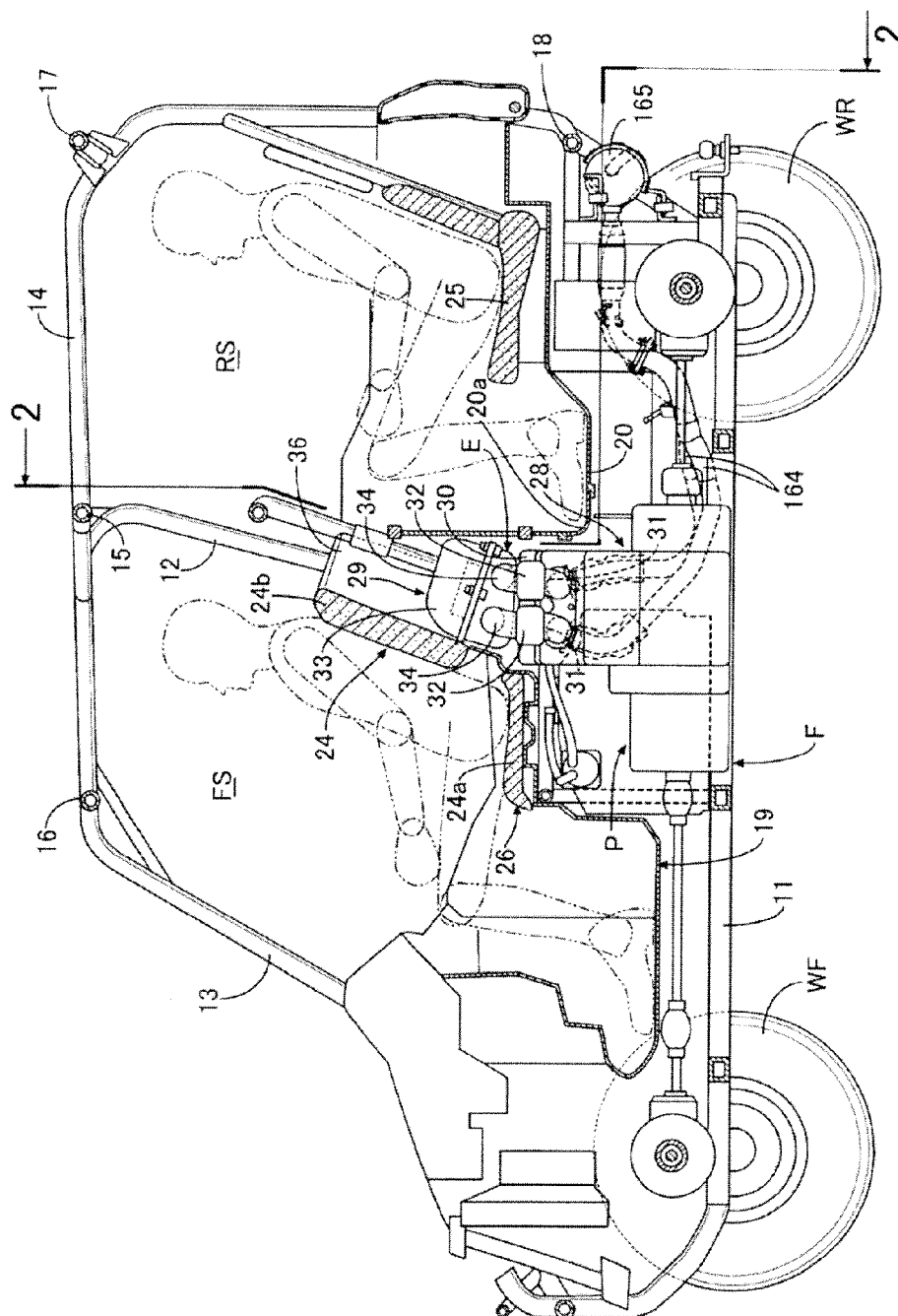


FIG. 1

FIG.2

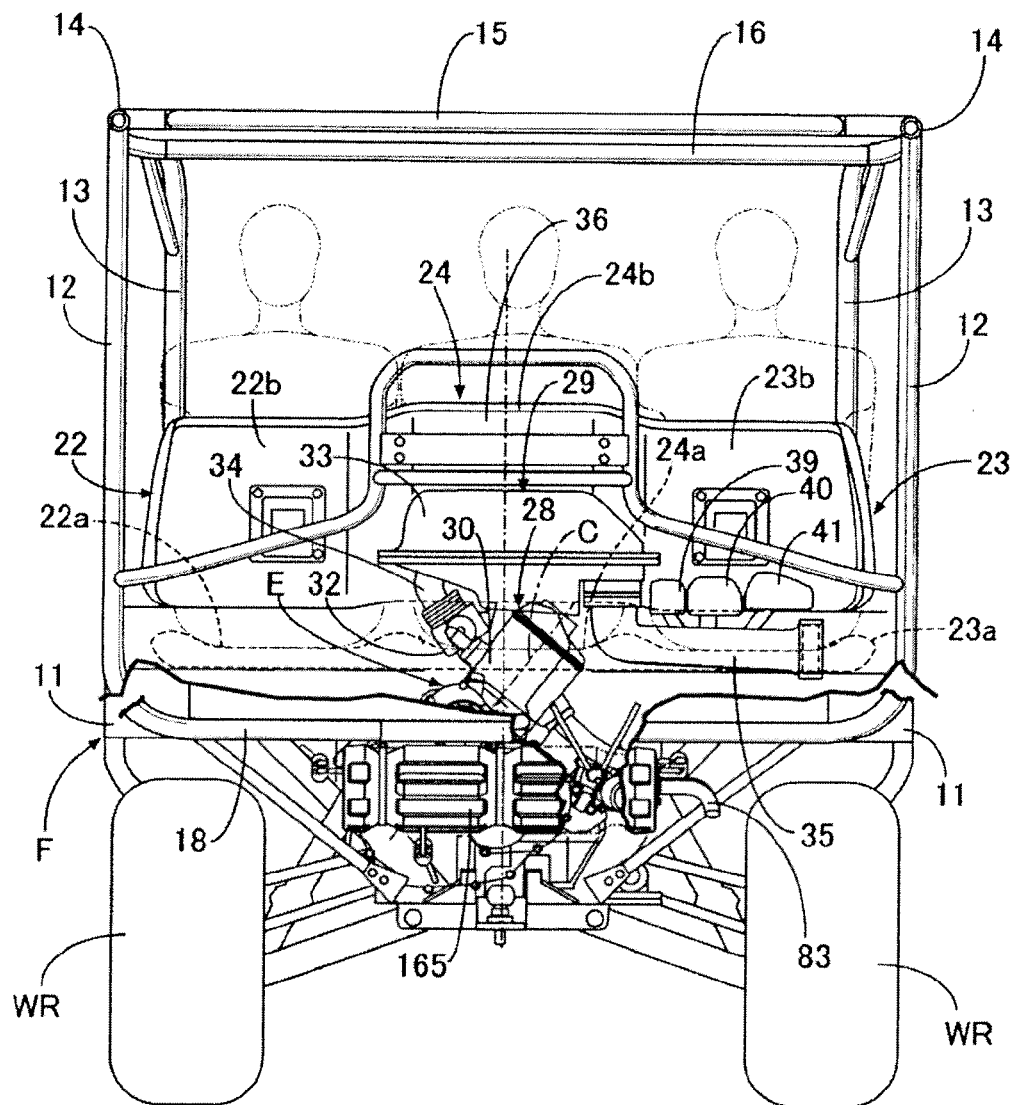
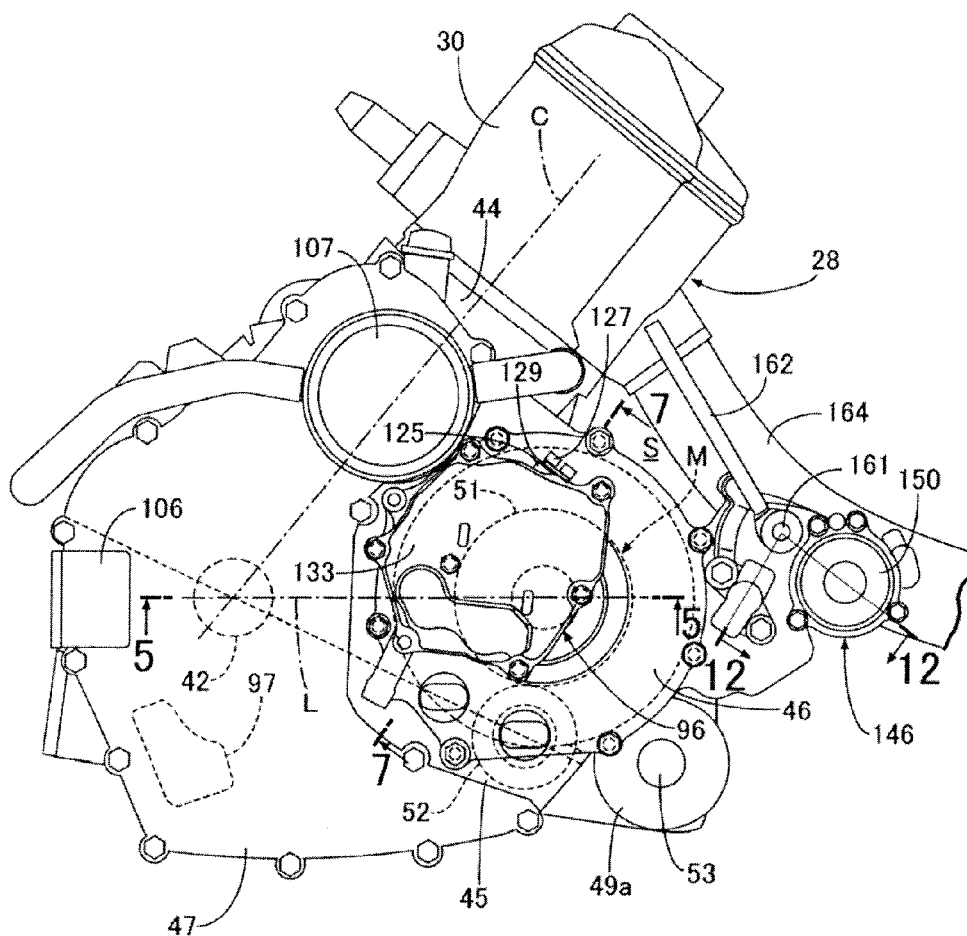


FIG.3



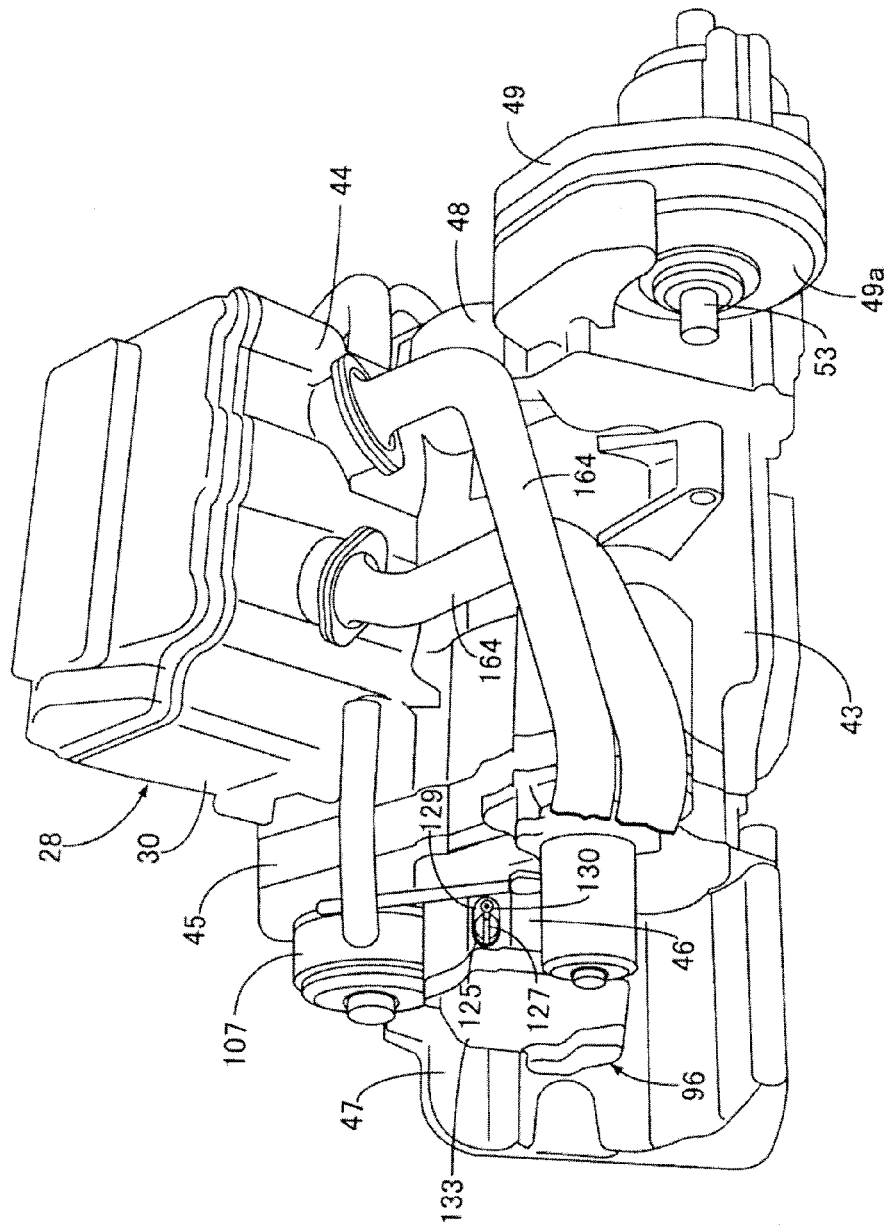


FIG. 4

FIG.5

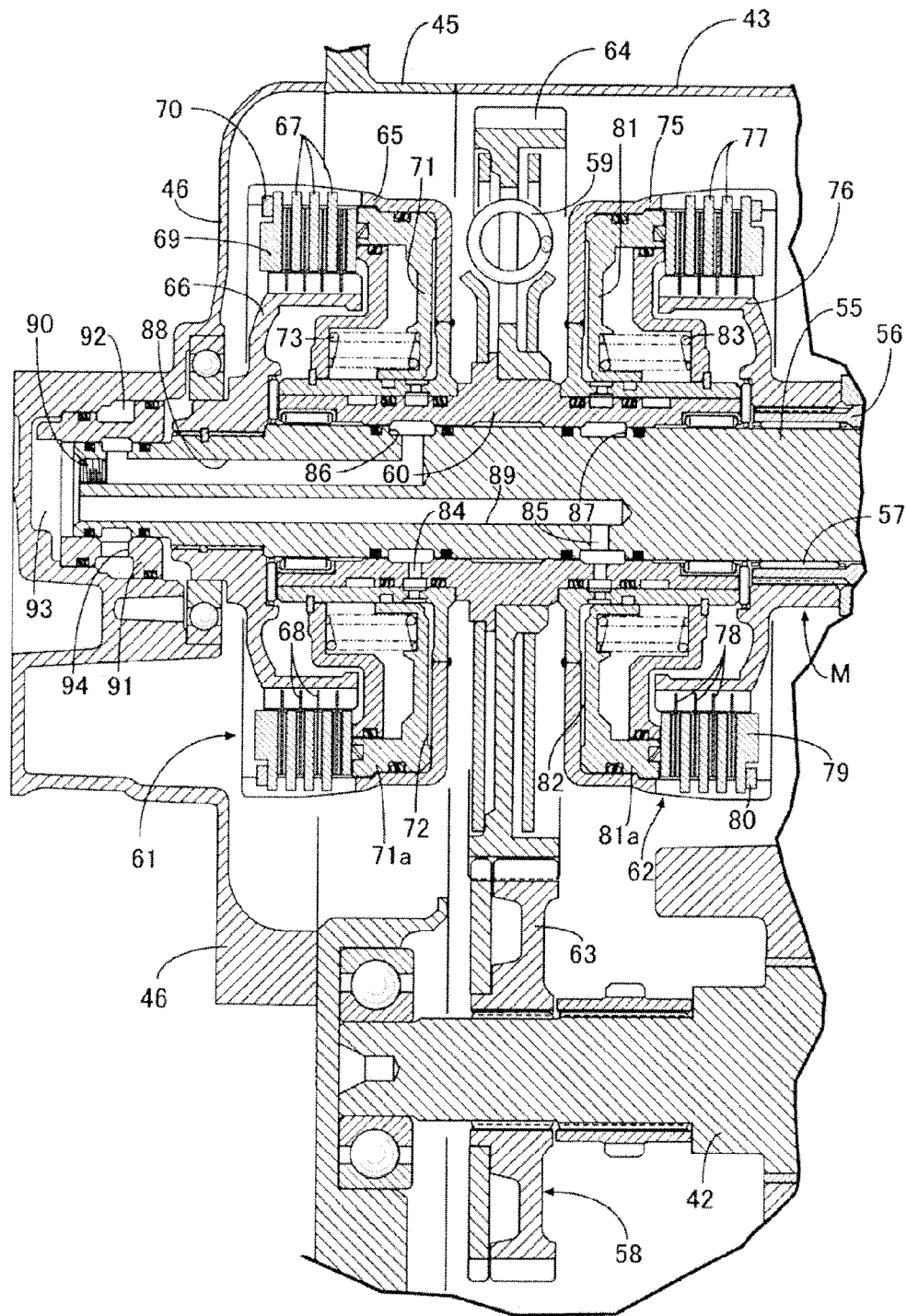


FIG.6

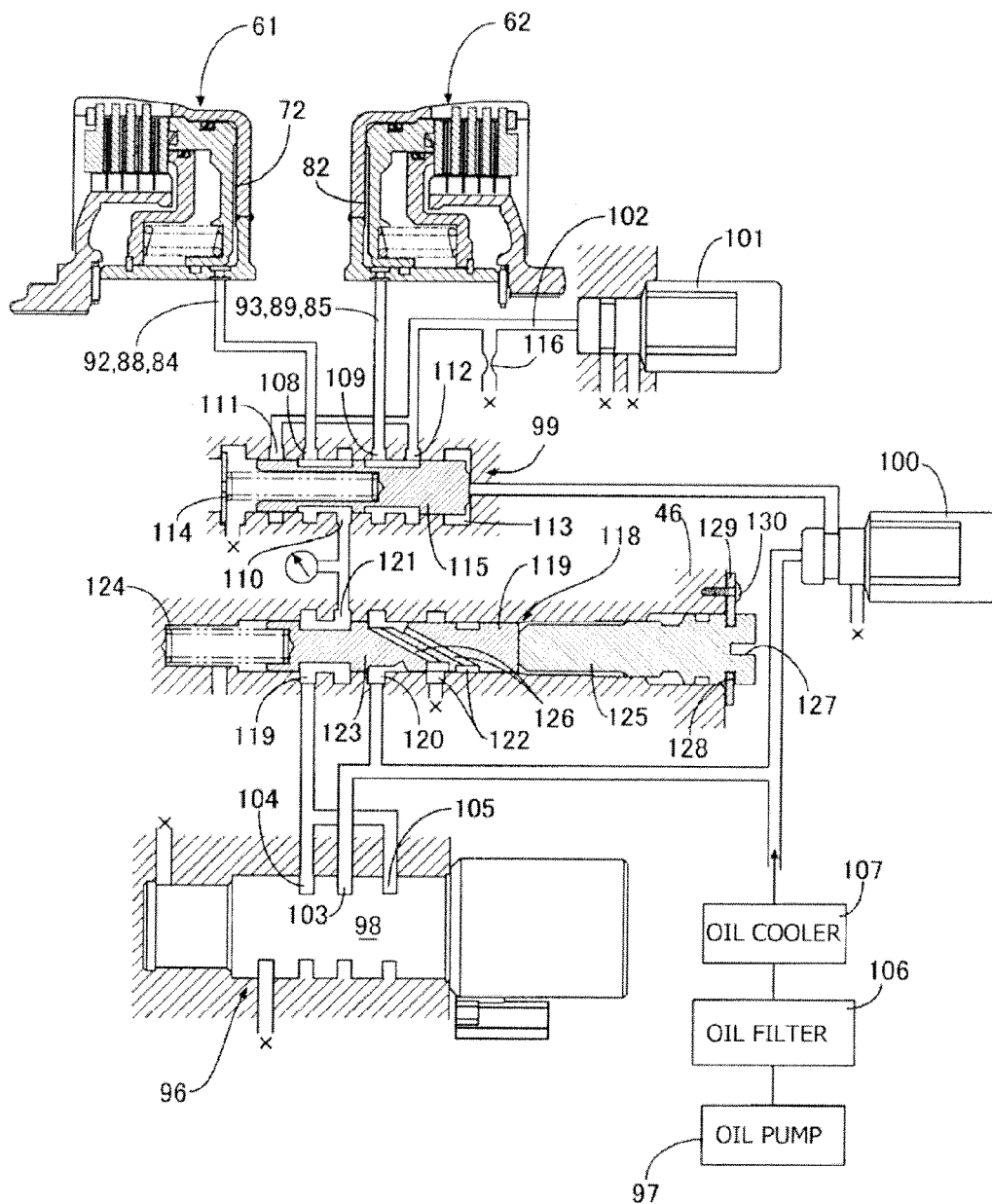


FIG. 7

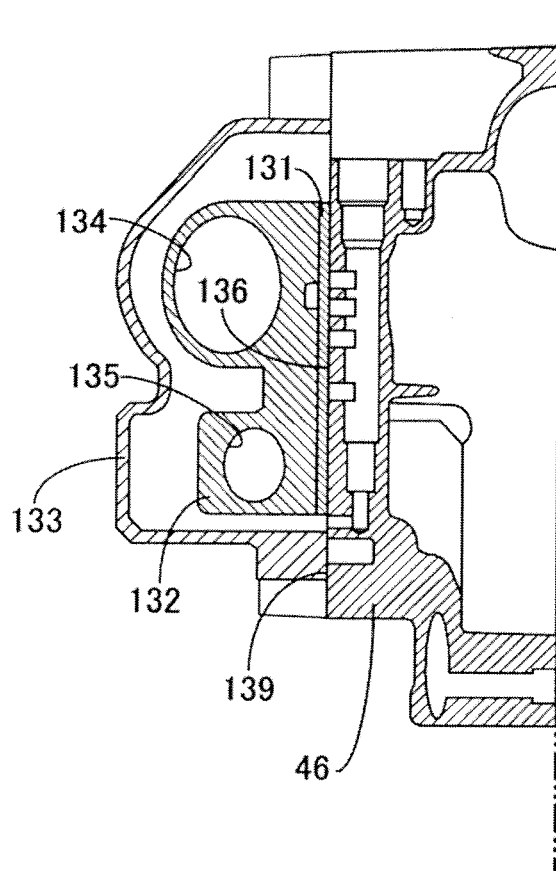




FIG.8

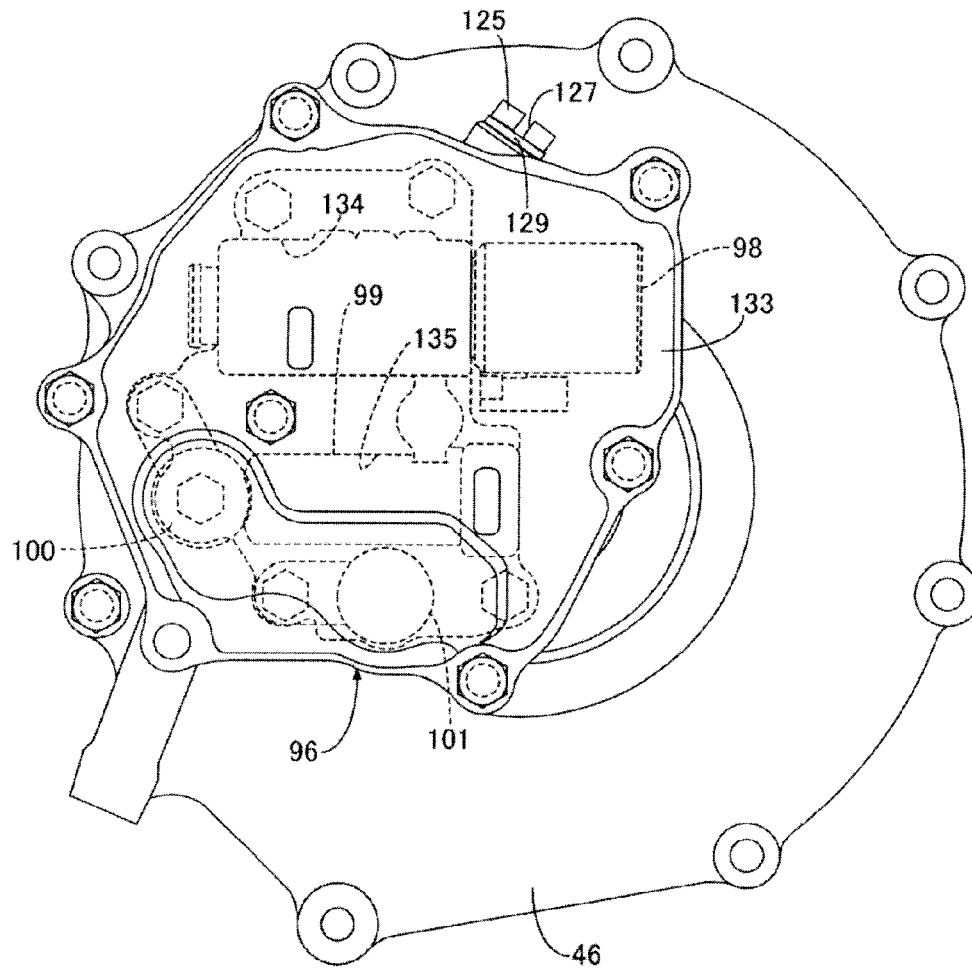


FIG. 9

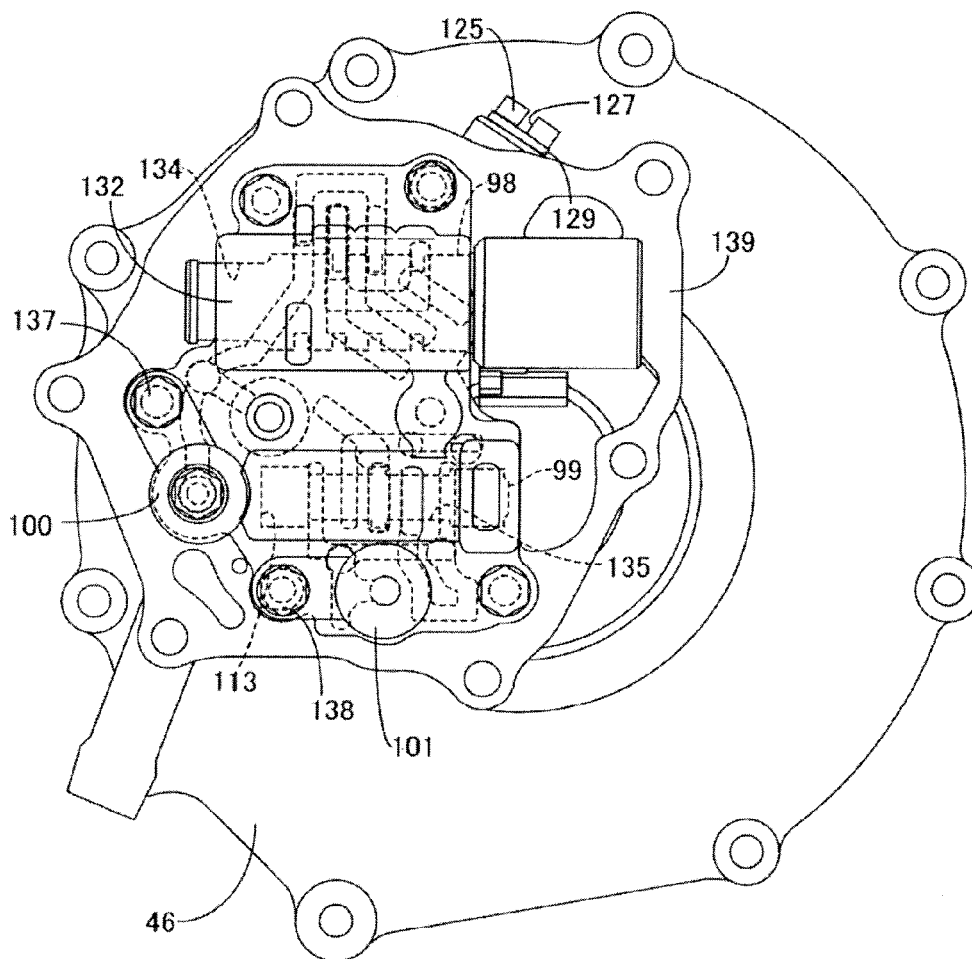


FIG.10

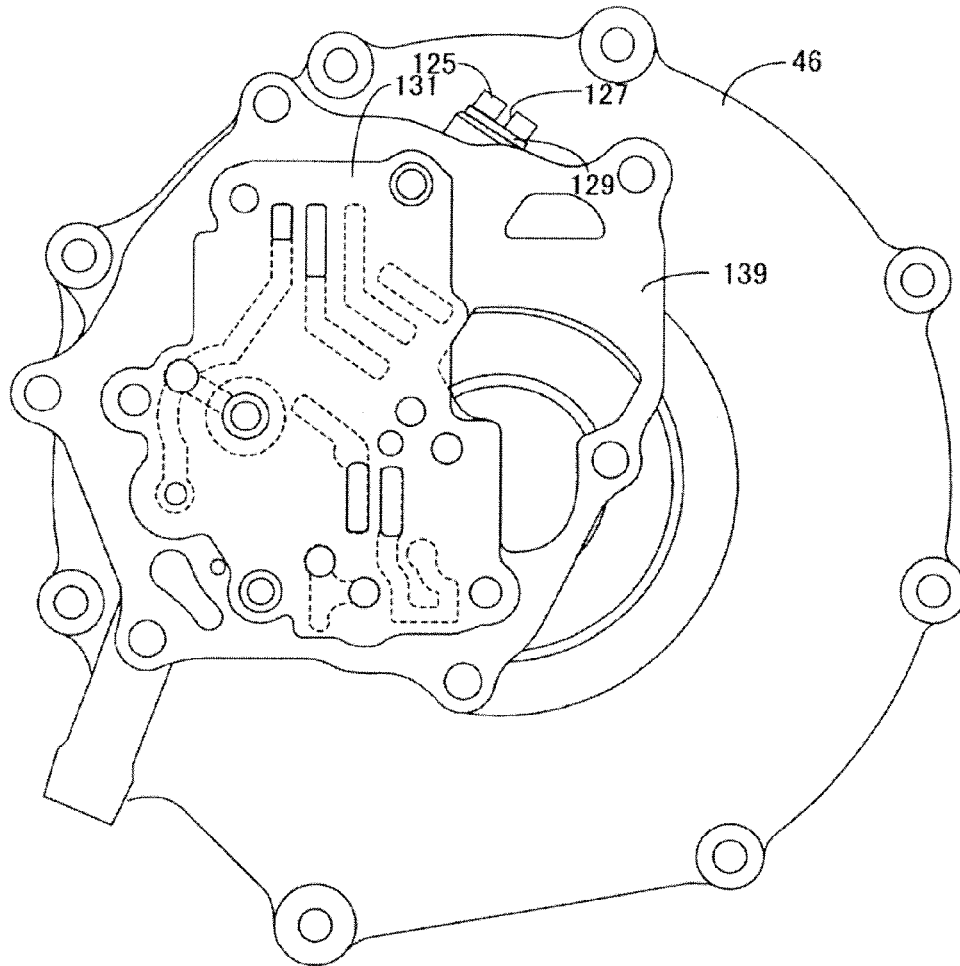
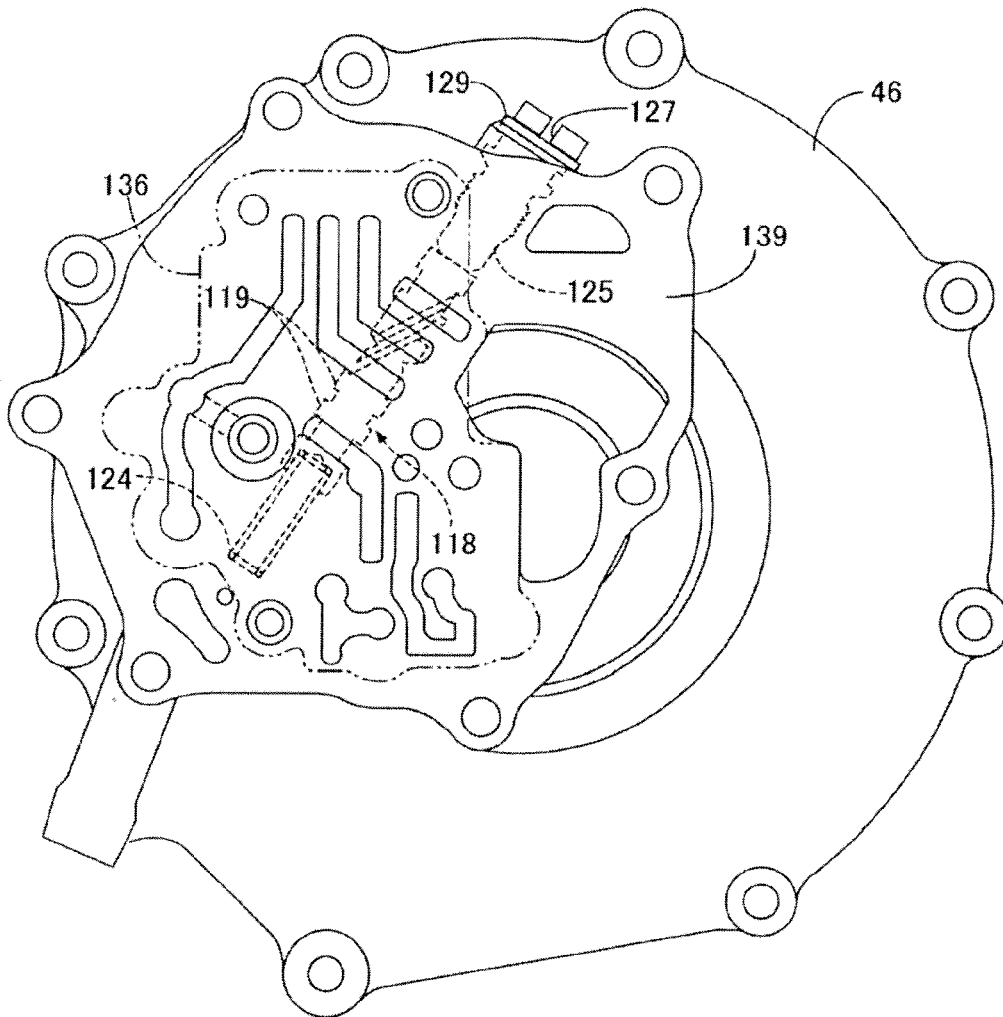


FIG.11



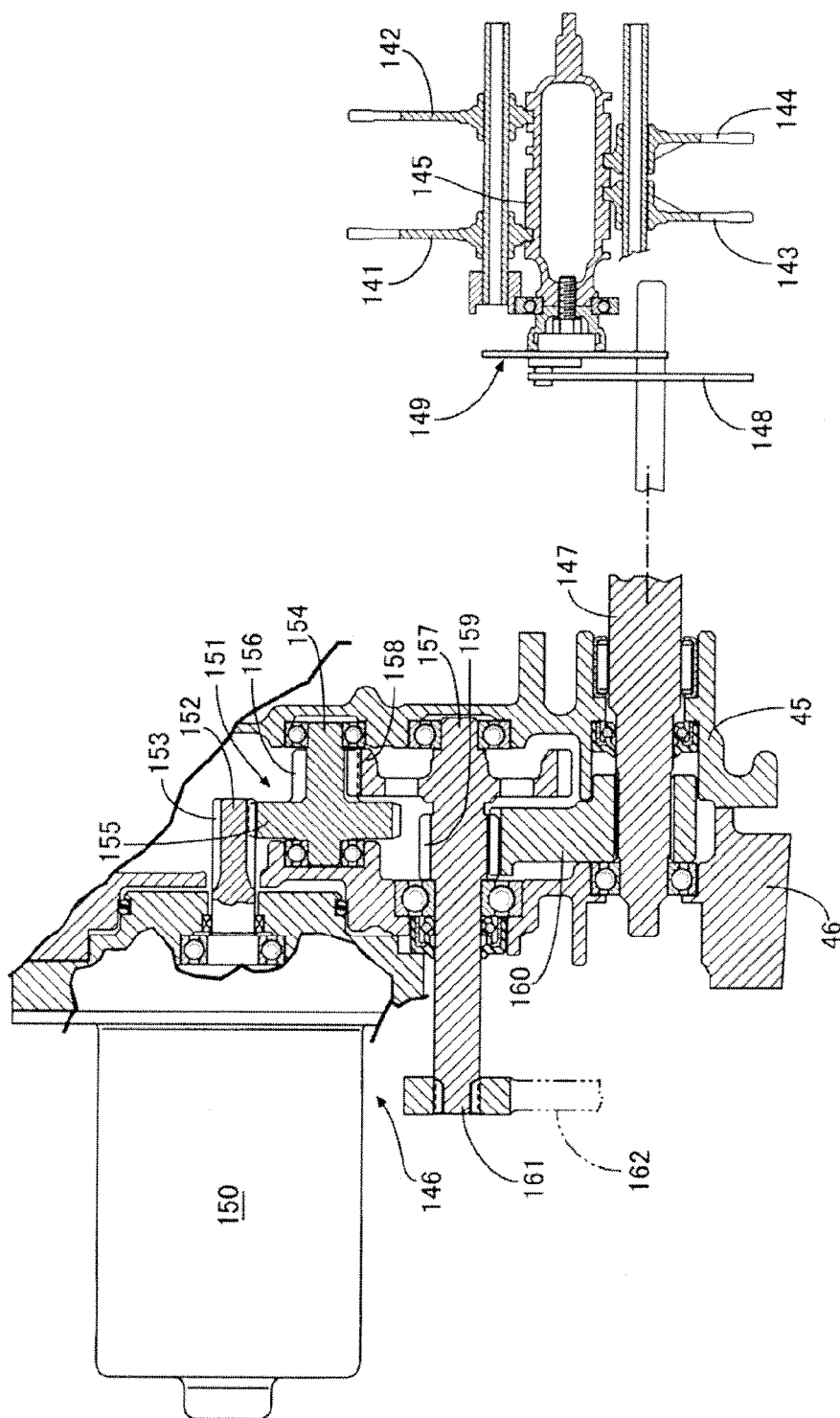


FIG. 12

**POWER UNIT FOR VEHICLE****BACKGROUND****1. Field**

Certain embodiments of the present invention relate to a power unit for a vehicle. The power unit includes a clutch and a transmission disposed midway in a power transmission system between a crankshaft and a driving wheel. The clutch and transmission are housed in an engine main body that rotatably supports the crankshaft. A speed change actuator for switching the speed change stage of the transmission is disposed on the engine main body.

**2. Description of the Related Art**

Such a power unit for a vehicle is known in Japanese Patent Laid-Open No. 2008-82209 (Patent Document 1) and the like.

**SUMMARY**

In the power unit disclosed in the above Patent Document 1, a clutch actuator and a speed change actuator disposed below the clutch actuator are disposed on an engine main body whose cylinder axis is inclined. However, the speed change actuator disposed below may be affected by submergence. Accordingly, the speed change actuator is desired to be disposed above so as to be prevented from being affected by submergence. However, reducing a space for disposing exhaust pipes extended from a lower side wall of an inclined cylinder head is desired to be avoided.

Certain embodiments of the present invention have been made in view of such a situation. It is an object of certain embodiments of the present invention to provide a power unit for a vehicle which power unit makes it possible to avoid effects of submergence on a speed change actuator while securing a space for disposing exhaust pipes.

In order to achieve the object, according to certain embodiments of the present invention, there is provided a power unit for a vehicle, in which a clutch and a transmission are disposed midway in a power transmission system between a crankshaft and a driving wheel. The clutch and transmission are housed in an engine main body that rotatably supports the crankshaft. A speed change actuator for switching a speed change stage of the transmission is disposed on the engine main body. The transmission partly overlapping the clutch, as viewed from an axial direction of the crankshaft is disposed below an inclined cylinder axis of the engine main body. The speed change actuator is disposed in a position such that the transmission is interposed between the speed change actuator and the crankshaft. An exhaust pipe connected to a lower side wall of a cylinder head forming part of the engine main body is extended so as to pass above the transmission and partly overlap an upper portion of the speed change actuator as viewed from the axial direction of the crankshaft.

According to certain embodiments of the present invention, the transmission is a gear transmission including a driving gear group and a driven gear group disposed on an upper side and a lower side. An axis of rotation of the gear group disposed on the upper side of the driving gear group and the driven gear group is disposed at a same height as an axis of the crankshaft. The speed change actuator is disposed outside opposite the gear group disposed on the upper side from the crankshaft. An output shaft is disposed below the driven gear group, the driven gear group disposed on the lower side of the driving gear group.

According to certain embodiments of the present invention, a clutch actuator for switching between connection and

disconnection of the clutch is disposed on the engine main body so as to partly overlap the clutch as viewed from the axial direction of the crankshaft. An oil storage tank located outward in the axial direction of the crankshaft on a periphery of the clutch actuator is attached to the engine main body.

According to certain embodiments of the present invention, an oil filter is disposed in the oil storage tank on an opposite side from the transmission and the clutch actuator with respect to the crankshaft such that a horizontal line passing through the axis of the crankshaft crosses the oil filter.

According to certain embodiments of the present invention, an oil cooler is disposed on an upper portion of the oil storage tank.

Further, according to certain embodiments of the present invention, a generator cover and a reduction mechanism cover are attached to the engine main body on an opposite side from the oil storage tank in a direction along the axis of the crankshaft.

According to certain embodiments of the present invention, the speed change actuator is disposed in the position such that the transmission disposed below the inclined cylinder axis is interposed between the speed change actuator and the crankshaft. As viewed from the axial direction of the crankshaft, the speed change actuator is disposed at a position equal to that of the crankshaft. Thus, the speed change actuator can be prevented from being affected by submergence. In addition, the exhaust pipe connected to the lower side wall of the cylinder head is extended so as to pass above the transmission and partly overlap the upper portion of the speed change actuator as viewed from the axial direction of the crankshaft. Thus, a space for disposing the exhaust pipe can also be secured.

In addition, according to certain embodiments of the present invention, the axis of rotation of the upper gear group of the driving gear group and the driven gear group forming the transmission is disposed at the same height as the axis of the crankshaft. The speed change actuator is disposed on the outside on the opposite side of the upper gear group from the crankshaft. The output shaft is disposed below the lower gear group. Thus, a space for disposing the output shaft can be secured easily, and the power unit can be made more compact.

According to certain embodiments of the present invention, the oil storage tank is disposed outward in the axial direction of the crankshaft on the periphery of the clutch actuator. Thus, oil can be stored and retained at a relatively high position. This, coupled with the arrangement of the clutch actuator and the speed change actuator at a relatively high position, makes it possible to reduce a downward bulge of the power unit and, thus, increase a ground clearance of the vehicle.

According to certain embodiments of the present invention, the oil filter is disposed in the oil storage tank at a height equal to that of the crankshaft. Thus, the power unit can be miniaturized while the oil filter is prevented from being affected by submergence.

According to certain embodiments of the present invention, the oil cooler is disposed on the upper portion of the oil storage tank. Thus, the power unit can be miniaturized while maintainability is improved by disposing accessories on one side along the axis of the crankshaft in a concentrated manner.

Further, according to certain embodiments of the present invention, the generator cover and the reduction mechanism cover are attached to the engine main body on the opposite side from the oil storage tank in the direction along the axis of the crankshaft. Thus, bulges from the engine main body are balanced on both sides of the crankshaft, so that mountability in the vehicle can be improved.

## BRIEF DESCRIPTION OF THE DRAWINGS

FIG. 1 is a longitudinal sectional side view of an off-road traveling four-wheeled vehicle.

FIG. 2 is a view taken in the direction of arrows along a line 2-2 of FIG. 1.

FIG. 3 is a rear view of a power unit.

FIG. 4 is a perspective view of the power unit as viewed from the right rear.

FIG. 5 is a sectional view taken along a line 5-5 of FIG. 3 with a clutch actuator and an oil storage tank omitted.

FIG. 6 is a circuit diagram showing a constitution of the clutch actuator.

FIG. 7 is a sectional view taken along a line 7-7 of FIG. 3.

FIG. 8 is a fragmentary enlarged view of FIG. 3.

FIG. 9 is a view corresponding to FIG. 8 with a solenoid cover omitted.

FIG. 10 is a view corresponding to FIG. 8 with the solenoid cover and a solenoid body omitted.

FIG. 11 is a view corresponding to FIG. 8 with the solenoid cover, the solenoid body, and a separator plate omitted.

FIG. 12 is a sectional view taken along a line 12-12 of FIG. 3.

## DETAILED DESCRIPTION

Certain embodiments of the present invention will be described with reference to the accompanying FIGS. 1 to 12. In the following description, the terms "front," "rear," "left," "right," "up," and "down" refer to directions viewed from an occupant riding in a four-wheeled vehicle.

First, in FIG. 1 and FIG. 2, a pair of left and right front wheels WF is suspended from a front portion of a vehicle body frame F of an off-road travelling four-wheeled vehicle, and a pair of left and right rear wheels WR is suspended from a rear portion of the vehicle body frame F.

The vehicle body frame F includes a pair of left and right lower frames 11 extending in a forward-rearward direction. The vehicle body frame F also includes a pair of left and right center upright frames 12 rising upward from intermediate portions in the forward-rearward direction of the lower frames 11. The vehicle body frame F further includes a pair of left and right front side frames 13 extending frontward from upper ends of the center upright frames 12, extending in a frontward and downward direction from middle portions thereof, and connected to front portions of the lower frames 11. The vehicle body frame F also includes a pair of left and right rear side frames 14 extending rearward from the upper ends of the center upright frames 12, extending in a downward direction from middle portions thereof, and connected to rear portions of the lower frames 11. The vehicle body frame F further includes a center cross member 15 for coupling the upper end portions of the pair of left and right center upright frames 12 to each other. The vehicle body frame F also includes a front cross member 16 for coupling intermediate bent portions of the pair of left and right front side frames 13 to each other. The vehicle body frame F further includes an upper rear cross member 17 for coupling intermediate bent portions of the pair of left and right rear side frames 14 to each other. The vehicle body frame F also includes a lower rear cross member 18 for coupling lower portions of the pair of left and right rear side frames 14 to each other.

The pair of left and right center upright frames 12 and the pair of left and right front side frames 13 constitute the contour of a front riding space FS for a driver and a passenger. A footrest floor 19 for the front-row occupants is disposed in

front of the center upright frames 12, and is supported by the front portion of the vehicle body frame F. In addition, the pair of left and right center upright frames 12 and the pair of left and right rear side frames 14 constitute the contour of a rear riding space RS for passengers. A footrest floor 20 for the rear-row occupants is disposed in the rear of the center upright frames 12, and is supported by the rear portion of the vehicle body frame F.

A driver's seat 22 and a passenger seat 23, which passenger seat 23 is disposed on one of a left side and a right side (right side in certain embodiments) of the driver's seat 22, are disposed in the front riding space FS for the driver and the passenger so as to be separated from each other in a vehicle width direction. The driver's seat 22 and the passenger seat 23 are coupled to each other via an intermediate coupling portion 24 functioning as a second passenger seat.

The driver's seat 22 and the passenger seat 23 respectively include bottom portions 22a and 23a and back portions 22b and 23b rising upward from rear portions of the bottom portions 22a and 23a. In addition, the intermediate coupling portion 24 includes a back portion 24b displaced frontward with respect to the back portions 22b and 23b, and a bottom portion 24a disposed between the bottom portions 22a and 23a of the driver's seat 22 and the passenger seat 23. The driver's seat 22, the passenger seat 23, and the intermediate coupling portion 24 are integrated as a bench seat 26 long in the vehicle width direction. The bottom portions 22a, 23a, and 24a, and the back portions 22b, 23b, and 24b are thus formed so as to be integrally continuous with each other. A pair of left and right passenger seats 25 is provided in the rear riding space RS for passengers.

A two-cylinder internal combustion engine E for exerting power for rotation-driving the pair of left and right front wheels WF as driving wheels, and the pair of left and right rear wheels WR as driving wheels, is mounted on the vehicle body frame F in such a manner as to be disposed in an intermediate portion in the forward-rearward direction of the vehicle. An engine main body 28 of the internal combustion engine E is mounted on the vehicle body frame F with a cylinder axis C of the engine main body 28 inclined to the side of the passenger seat 23 in the vehicle width direction. At least part of the engine main body 28 is disposed below the rear-row occupant footrest floor 20. In certain embodiments, a large part of the engine main body 28 is disposed below an intermediate portion in a longitudinal direction of the bench seat 26. That is, in certain embodiments, the intermediate portion may be an intermediate coupling portion 24. A rear portion of the engine main body 28 is disposed below the rear-row occupant footrest floor 20.

An inlet system 29 of the internal combustion engine E includes throttle bodies 32 connected to inlet ports 31 provided for respective cylinders in a left side portion of a cylinder head 30 of the engine main body 28. The inlet system 29 also includes an air cleaner 33 disposed between the driver's seat 22 and the passenger seat 23 as viewed in a plan view. The inlet system 29 further includes a pair of connecting tubes 34 for providing connection between the throttle bodies 32 and the air cleaner 33. The inlet system 29 also includes a single inlet duct 35 for guiding air to the air cleaner 33.

The air cleaner 33 is formed so as to be oblong in the vehicle width direction, and is disposed between the back portions 22b and 23b of the driver's seat 22 and the passenger seat 23. In addition, the back portion 24b of the intermediate coupling portion 24 provided between the driver's seat 22 and the passenger seat 23 is integrally continuous with the back portions 22b and 23b of the driver's seat 22 and the passenger seat 23, and is displaced frontward with respect to the back

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portions **22b** and **23b**. The back portions **22b**, **23b**, and **24b** of the driver's seat **22**, the passenger seat **23**, and the intermediate coupling portion **24** thus form a recessed portion **36** recessed to the front side as viewed in a plan view. The air cleaner **33** is disposed in the recessed portion **36**.

A downstream end of the inlet duct **35** extending to a right side portion of the vehicle body along the back portion **23b** of the passenger seat **23** is connected to a right side portion of the air cleaner **33**. Resonators **39**, **40**, and **41** are connected to a plurality of positions of the inlet duct **35**.

Referring also to FIG. **3** and FIG. **4**, the engine main body **28** includes a crankcase **43** rotatably supporting a crankshaft **42** extending in the forward-rearward direction of the vehicle. The engine main body **28** also includes a cylinder block **44** having the inclined cylinder axis **C** and coupled to the crankcase **43**. The cylinder head **30** is coupled to an upper portion of the cylinder block **44**.

In addition, a spacer plate **45** forming part of the engine main body **28** is coupled to the back of the crankcase **43**. A clutch cover **46** covering a first hydraulic clutch **61** and a second hydraulic clutch **62**, and an oil storage tank **47** are coupled to the crankcase **43** via the spacer plate **45** in such a manner as to project rearward from the crankcase **43**. In addition, as shown in FIG. **4**, a generator cover **48** housing a generator coupled coaxially to the crankshaft **42** and a reduction mechanism cover **49** are coupled to an opposite side of the crankcase **43** from the oil storage tank **47** with respect to the axis of the crankshaft **42**, that is, a front side of the crankcase **43**, in such a manner as to project frontward from the crankcase **43**.

As shown in FIG. **3**, a transmission **M** provided midway in a power transmission system between the crankshaft **42**, the front wheels **WF** and the rear wheels **WR** as driving wheels, is housed in the crankcase **43** so as to form a power unit **P** together with the internal combustion engine **E**.

The transmission **M** is a gear transmission including, on an upper side and a lower side, a driving gear group **51** of a plurality of driving gears, and a driven gear group **52** of a plurality of driven gears meshed with the driving gears. In certain embodiments, the driving gear group **51** is disposed above the driven gear group **52**.

Power output from the gear transmission **M** is transmitted to an output shaft **53** via a reduction mechanism housed in the reduction mechanism cover **49**. The output shaft **53** extending in the forward-rearward direction so as to have an axis parallel with the crankshaft **42**, and is rotatably supported by a bulging portion **49a**, which is integrally provided to the reduction mechanism cover **49** so as to bulge to a right side of a lower portion of the crankcase **43**, such that the output shaft **53** is disposed below the driven gear group **52**.

In FIG. **5**, each driving gear of the driving gear group **51** in the transmission **M** is rotatable about the axis of a first main shaft **55** and a second main shaft **56** that are coaxially disposed so as to have an axis parallel with the crankshaft **42**. The axis of the first main shaft **55** and the second main shaft **56**, that is, the axis of rotation of the driving gear group **51** is disposed at a same height as the axis of the crankshaft **42**.

The first main shaft **55** is rotatably supported by the crankcase **43** and the clutch cover **46** so as to support driving gears for odd-numbered speed change stages in the driving gear group **51**. The second main shaft **56** supporting driving gears for even-numbered speed change stages in the driving gear group **51** is formed in the shape of a cylinder coaxially surrounding the first main shaft **55**. A needle bearing **57** is interposed between the first main shaft **55** and the second main shaft **56**.

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Rotating power from the crankshaft **42** is transmitted to the first main shaft **55** via a primary reduction gear **58**, a damper spring **59**, a transmission cylindrical shaft **60**, and the first hydraulic clutch **61**. The rotating power from the crankshaft **42** is transmitted to the second main shaft **56** via the primary reduction gear **58**, the damper spring **59**, the transmission cylindrical shaft **60**, and the second hydraulic clutch **62**.

The transmission cylindrical shaft **60** adjacent to the second main shaft **56** in an axial direction is mounted on the first main shaft **55** so as to be rotatable relative to the first main shaft **55** at a fixed axial position. The first hydraulic clutch **61** is provided on the first main shaft **55** so as to be able to switch between connection and disconnection of power between the transmission cylindrical shaft **60** and the first main shaft **55**. The second hydraulic clutch **62** is provided on the transmission cylindrical shaft **60** and the second main shaft **56** so as to be able to switch between connection and disconnection of power between the transmission cylindrical shaft **60** and the second main shaft **56**.

The primary reduction gear **58** includes a primary driving gear **63** rotating together with the crankshaft **42** and a primary driven gear **64** disposed coaxially with the first main shaft **55** and the second main shaft **56** so as to be meshed with the primary driving gear **63**. The primary driven gear **64** is coupled to the transmission cylindrical shaft **60** via the damper spring **59**.

The first hydraulic clutch **61** includes a first clutch outer **65** disposed further outside than the primary reduction gear **58** in the axial direction. The first hydraulic clutch **61** may be formed in the shape of a bowl opened on an opposite side from the primary reduction gear **58**, and coupled to the transmission cylindrical shaft **60** so as to be non-rotatable relative to the transmission cylindrical shaft **60**. The first hydraulic clutch **61** also includes a first clutch inner **66** coupled to the first main shaft **55** so as to be non-rotatable relative to the first main shaft **55**. The first hydraulic clutch **61** further includes a plurality of first driving friction plates **67** engaged with the first clutch outer **65** so as to be movable in the axial direction relative to the first clutch outer **65**. The first hydraulic clutch **61** also includes a plurality of first driven friction plates engaged with the first clutch inner **66** so as to be movable in the axial direction relative to the first clutch inner **66** while arranged alternately with the first driving friction plates **67**. The first hydraulic clutch **61** further includes a ring-shaped first pressure receiving plate **69** opposed to an outermost friction plate of the plurality of first driving friction plates **67** and the plurality of first driven friction plates **68** arranged alternately with each other. The first hydraulic clutch **61** also includes a first retaining ring **70** mounted in the first clutch outer **65** so as to be engageable with the first pressure receiving plate **69** from an opposite side from the first driving friction plates **67** and the first driven friction plates **68**. The first hydraulic clutch **61** further includes a first piston **71** having a pressing portion **71a** as an outer circumferential portion. The first driving friction plates **67** and the first driven friction plates **68** are sandwiched between the pressing portion **71a** and the first pressure receiving plate **69**. The first piston **71** is liquid-tightly and slidably fitted in the first clutch outer **65**. A first hydraulic chamber is formed between the first piston **71** and the first clutch outer **65**. The first hydraulic clutch **61** also includes a first clutch spring **73** for biasing the first piston **71** in a direction of reducing the volume of the first hydraulic chamber **72**.

Such a first hydraulic clutch **61** is in a clutch off state in which power transmission is interrupted when no liquid pressure acts on the first hydraulic chamber **72**. When a liquid pressure acts on the first hydraulic chamber **72**, the first



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hydraulic clutch **61** is in a clutch on state in which the rotating power transmitted from the crankshaft **42** to the first clutch outer **65** via the primary reduction gear **58**, the damper spring **59**, and the transmission cylindrical shaft **60**, is transmitted to the first main shaft **55**.

The second hydraulic clutch **62** is disposed further inside than the first hydraulic clutch **61** in the axial direction such that the primary reduction gear **58** is sandwiched between the first hydraulic clutch **61** and the second hydraulic clutch **62**. The second hydraulic clutch **62** includes a second clutch outer **75** formed in the shape of a bowl opened on an opposite side from the first clutch outer **65**, and coupled to the transmission cylindrical shaft **60** so as to be non-rotatable relative to the transmission cylindrical shaft **60**. The second hydraulic clutch **62** also includes a second clutch inner **76** coupled to the second main shaft **56** so as to be non-rotatable relative to the second main shaft **56**. The second hydraulic clutch **62** further includes a plurality of second driving friction plates **77** engaged with the second clutch outer **75** so as to be movable in the axial direction relative to the second clutch outer **75**. The second hydraulic clutch **62** also includes a plurality of second driven friction plates **78** engaged with the second clutch inner **76** so as to be movable in the axial direction relative to the second clutch inner **76** while arranged alternately with the second driving friction plates **77**. The second hydraulic clutch **62** further includes a ring-shaped second pressure receiving plate **79** opposed to an outermost friction plate of the plurality of second driving friction plates **77** and the plurality of second driven friction plates **78** arranged alternately with each other. The second hydraulic clutch **62** also includes a second retaining ring **80** mounted in the second clutch outer **75** so as to be engageable with the second pressure receiving plate **79** from an opposite side from the second driving friction plates **77** and the second driven friction plates **78**. The second hydraulic clutch **62** further includes a second piston **81** having a pressing portion **81a** as an outer circumferential portion. The second driving friction plates **77** and the second driven friction plates **78** are sandwiched between the pressing portion **81a** and the second pressure receiving plate **79**. The second piston **81** is liquid-tightly and slidably fitted in the second clutch outer **75**, and a second hydraulic chamber **82** is formed between the second piston **81** and the second clutch outer **75**. The second hydraulic clutch **62** also includes a second clutch spring **83** for biasing the second piston **81** in a direction of reducing the volume of the second hydraulic chamber **82**.

Such a second hydraulic clutch **62** is in a clutch off state, in which power transmission is interrupted when no liquid pressure acts on the second hydraulic chamber **82**. When a liquid pressure acts on the second hydraulic chamber **82**, the second hydraulic clutch **62** is in a clutch on state, in which the rotating power transmitted from the crankshaft **42** to the second clutch outer **75** via the primary reduction gear **58**, the damper spring **59**, and the transmission cylindrical shaft **60** is transmitted to the second main shaft **56**.

The first clutch outer **65** of the first hydraulic clutch **61** and the transmission cylindrical shaft **60** are provided with a first oil passage **84** communicating with the first hydraulic chamber **72**. The outer circumference of the first main shaft **55** is provided with a first annular recessed portion **86** communicating with the first oil passage **84**. The second clutch outer **75** of the second hydraulic clutch **62** and the transmission cylindrical shaft **60** are provided with a second oil passage **85** communicating with the second hydraulic chamber **82**. The outer circumference of the first main shaft **55** is provided with a second annular recessed portion **87** communicating with the second oil passage **85**.

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A first axial oil passage **88** and a second axial oil passage **89** parallel with each other are provided in the first main shaft **55** so as to have a closed inner end and extend in the axial direction. The first axial oil passage **88** communicates with the first hydraulic chamber via the first annular recessed portion **86** and the first oil passage **84**. The second axial oil passage **89** communicates with the second hydraulic chamber **82** via the second annular recessed portion **87** and the second oil passage **85**. In addition, an outer end opening of the first axial oil passage **88** is closed by a stopper member **90**, and an outer end of the second axial oil passage **89** remains opened.

In addition, the first main shaft **55** is liquid-tightly fitted into a tube member **91** fitted and fixed to the clutch cover **46**. A communicating passage **94** for connecting the first axial oil passage **88** to an annular first oil chamber **92** formed between the outer circumference of the tube member **91** and the clutch cover is provided in the tube member **91**. In addition, a second oil chamber **93** communicating with the second axial oil passage **89** is formed between the first main shaft **55** and the tube member **91** and the clutch cover **46**.

In FIG. **6**, a clutch actuator **96** switches between connection and disconnection of the first hydraulic clutch **61** and the second hydraulic clutch **62**. The clutch actuator **96** includes a linear solenoid valve **98** as a hydraulic control solenoid valve for controlling the pressure of a hydraulic oil from an oil pump **97** disposed in a lower portion within the oil storage tank **47**. The clutch actuator **96** also includes a single switching valve for alternatively selecting the first and second hydraulic chambers **72** and **82** of the first and second hydraulic clutches **61** and **62** to be supplied with the hydraulic oil from the linear solenoid valve **98**. The clutch actuator **96** further includes a shift solenoid valve **100** for controlling the operation of the switching valve **99**. The clutch actuator **96** also includes a discharge control solenoid valve **101** for opening and closing a discharge oil passage **102** alternatively selected to be connected to the first and second hydraulic chambers **72** and **82** of the first and second hydraulic clutches **61** and **62**.

The linear solenoid valve **98** includes an input port **103**, an output port **104**, and a feedback port **105** communicating with the output port **104**. The linear solenoid valve **98** controls the pressure of the input port **103** to which the hydraulic oil is input to a pressure corresponding to a supplied current, and outputs the hydraulic oil from the output port **104**. The input port **103** is supplied with the hydraulic oil from the oil pump **97** via an oil filter **106** and an oil cooler **107**.

In addition, the switching valve **99** includes a first output port **108** connected to the first hydraulic chamber **72** of the first hydraulic clutch **61** via the first oil chamber **92**, the first axial oil passage **88**, and the first oil passage **84**. The switching valve **99** also includes a second output port **109** connected to the second hydraulic chamber **82** of the second hydraulic clutch **62** via the second oil chamber **93**, the second axial oil passage **89**, and the second oil passage **85**. The switching valve **99** further includes an input port **110** supplied with the hydraulic oil from the linear solenoid valve **98**. The switching valve **99** also includes a first discharge port **111** and a second discharge port **112** communicating with the common discharge oil passage **102**. The switching valve further includes a spool valve element **115** disposed so as to have one end faced to a pilot chamber **113** and another end on which the spring force of a return spring **114** acts.

The shift solenoid valve **100** switches between a state of allowing the oil pressure of the hydraulic oil supplied from the oil pump **97** via the oil filter **106** and the oil cooler **107** to act on the pilot chamber **113**, and a state of releasing the pressure of the pilot chamber **113**. In the state in which the oil

pressure of the pilot chamber **113** is released, the spool valve element **115** is in such a position as to connect the input port **110** to the first output port **108** and connect the second output port **109** to the second discharge port **112**. When an oil pressure acts on the pilot chamber **113**, the spool valve element **115** moves to a position to connect the input port **110** to the second output port **109** and connect the first output port **108** to the first discharge port **111**.

An orifice **116** is connected to the discharge oil passage **102**. The discharge control solenoid valve **101** can be switched between a state of allowing the hydraulic oil in the discharge oil passage **102** to escape to the outside via the orifice **116** and a state of allowing the hydraulic oil in the discharge oil passage **102** to escape to the outside via the discharge control solenoid valve **101**.

A manual switching valve **118** that can guide the hydraulic oil from the oil pump **97** to the side of the switching valve **99** by bypassing the linear solenoid valve **98**, is provided in an oil passage between the linear solenoid valve **98** and the switching valve **99**.

The manual switching valve **118** includes a first input port **119** communicating with the output port **104** of the linear solenoid valve **98**. The manual switching valve **118** also includes a second input port **120** communicating with the oil pump **97** via the oil filter **106** and the oil cooler **107**. The manual switching valve **118** further includes an output port **121** communicating with the input port **110** of the switching valve **99**. The manual switching valve **118** also includes an opened port **122** opened to the outside; a spool valve element **123** movable between a position to connect the first input port **119** to the output port **121** and a position to connect the second input port **120** to the output port **121**. The manual switching valve **118** further includes a spring **124** for biasing the spool valve element **123** to the side of the position to connect the second input port **120** to the output port **121**. The manual switching valve **118** also includes an operating piston **125** that can press and move the spool valve element **123** to the side of the position to connect the first input port **119** to the output port **121** against the biasing force of the spring **124**. The operating piston **125** abuts against the spool valve element **123** from an opposite side from the spring **124**. In addition, orifice passages **126** interposed between the second input port **120** and the opened port **122** are provided in the spool valve element **123**.

The clutch actuator **96** is disposed on an outer surface side of the clutch cover **46** while partly overlapping the first hydraulic clutch **61** and the second hydraulic clutch **62** as viewed from the axial direction of the crankshaft **42**. In order to dispose such a clutch actuator **96**, as shown in FIG. 7, a separate plate **131** and a solenoid body **132** are coupled to the outer surface of the clutch cover **46** so as to be superposed in this order, and a solenoid cover **133** covering the separate plate **131** and the solenoid body **132** is coupled to the outer surface of the clutch cover **46**. The manual switching valve **118** is attached to the clutch cover **46** so as to extend in an upward-downward direction, or extend in the upward-downward direction while inclined in a rightward and upward direction in certain embodiments. The operating piston **125** as a manually operated part capable of being manually operated at a time of an emergency, such as a failure of the clutch actuator **96**, is screwed on the clutch cover **46** so as to be movable back and forth with an outer end portion of the operating piston **125** faced to the outside on the right side of the clutch cover **46**. A locking recessed portion **127** to be engaged with a tool to allow rotating operation of the operating piston **125** is formed in the outer end of the operating piston **125**.

In addition, an annular recessed portion **128** is formed in the outer circumference of the outer end portion of the operating piston **125**. An engaging plate **129** engageable with the annular recessed portion **128** is fastened to the clutch cover **46** by a screw member **130**. When the operating piston **125** is moved back and forth by the rotating operation of the operating piston **125**, it is necessary to release the fastening of the engaging plate **129** to the clutch cover **46** and release the engagement of the engaging plate **129** with the annular recessed portion **128**.

Referring also to FIGS. 8 to 11, the linear solenoid valve **98**, the switching valve **99**, the shift solenoid valve **100**, and the discharge control solenoid valve **101** are attached to the solenoid body **132**.

In the solenoid body **132**, a bottomed first attaching hole **134** for attaching the linear solenoid valve **98**, and a bottomed second attaching hole **135** for attaching the switching valve **99** are provided in parallel with a horizontal direction such that the second attaching hole **135** is located below the first attaching hole **134**.

The solenoid body **132** is attached to a flat solenoid body attaching surface **136** formed on the clutch cover **46** via the separate plate **131**. The shift solenoid valve **100** is attached to the solenoid body **132** by a bolt **137** from a direction intersecting the solenoid body attaching surface **136** (direction orthogonal to the solenoid body attaching surface **136** in certain embodiments). In addition, the discharge control solenoid valve **101** is attached to the solenoid body **132** by a bolt **138** so as to be parallel with the shift solenoid valve **100** and adjacent to the switching valve **99** from below.

In addition, the shift solenoid valve **100** is attached to the solenoid body **132** so as to be juxtaposed to the switching valve **99** on the side of the switching valve **99**. The linear solenoid valve **98**, the switching valve **99** and the shift solenoid valve **100** juxtaposed to the switching valve **99** on the side of the switching valve **99**, and the discharge control solenoid valve **101** are arranged from above in this order.

The solenoid body **132** is covered by the solenoid cover **133** together with the shift solenoid valve **100** and the discharge control solenoid valve **101**. A flat solenoid cover attaching surface **139** for attaching the solenoid cover **133** is formed on the clutch cover **46** so as to be flush and continuous with the solenoid body attaching surface **136**.

Part of the oil passages connecting the linear solenoid valve **98**, the switching valve **99**, the shift solenoid valve **100**, the discharge control solenoid valve **101**, the manual switching valve **118**, and the oil cooler **107** to each other is formed by a plurality of grooves opened in the solenoid body attaching surface **136**, and the separate plate **131** covering part of the grooves.

In FIG. 12, the transmission **M** includes a shift drum **145** having an axis parallel with the first main shaft **55** and the second main shaft **56**, with a plurality of shift forks, for example, four shift forks **141**, **142**, **143**, and **144** engaged with the outer circumference of the shift drum **145**. The shift drum **145** is rotation-driven by a speed change actuator **146**, whereby the speed change stage of the transmission **M** is changed.

The speed change actuator **146** is disposed on one side (rear side) of the engine main body **28** together with the clutch actuator **96** in the axial direction of the crankshaft **42**. The speed change actuator **146** includes a shift spindle **147** rotatably supported by the spacer plate **45** and the clutch cover **46**. The speed change actuator **146** also includes a shift arm **148** having a base end portion fixed to the shift drum **145**. The speed change actuator **146** further includes a pawl ratchet mechanism **149** provided between the shift arm **148** and the

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shift drum 145 so as to intermittently drive the shift drum 145 by a predetermined angle according to rotation by a predetermined angle of the shift spindle 147 and the shift arm 148. The speed change actuator 146 also includes an electric motor 150 having an axis of rotation parallel with the shift drum 145 and attached to the clutch cover 46. The speed change actuator 146 further includes a reduction gear mechanism 151 provided between the electric motor 150 and the shift spindle 147.

The reduction gear mechanism 151 includes a driving pinion 153 provided to an output shaft 152 of the electric motor 150. The reduction gear mechanism 151 also includes a first intermediate gear 155 formed integrally with a first gear shaft 154 having both end portions rotatably supported by the spacer plate 45 and the clutch cover 46. The first intermediate gear 155 may be meshed with the driving pinion 153. The reduction gear mechanism 151 further includes a second intermediate gear 156 fixed to the first gear shaft 154. The reduction gear mechanism 151 also includes a third intermediate gear 158 formed integrally with a second gear shaft 157 rotatably supported by the spacer plate 45 and the clutch cover 46 so as to have one end portion projecting airtightly to the outside of the clutch cover 46, the third intermediate gear 158 being meshed with the second intermediate gear 156. The reduction gear mechanism 151 further includes a fourth intermediate gear 159 formed integrally with the second gear shaft 157. The reduction gear mechanism 151 also includes a driven sector gear 160 fixed to the shift spindle 147 and meshed with the fourth intermediate gear 159.

The speed change actuator 146 is provided with a manual speed change operating part 161 capable of being manually operated at a time of an emergency such as a failure of the electric motor 150 or battery exhaustion. This manual speed change operating part 161 is provided so as to allow a bar-shaped tool 162 to be hooked onto an outer end of the second gear shaft 157 forming part of the reduction gear mechanism 151.

The speed change actuator 146 and the clutch actuator 96 are disposed on the engine main body 28 on the right side of the cylinder axis C such that the speed change actuator 146 is disposed on the outside of the clutch actuator 96. The operating piston 125 of the clutch actuator 96 is disposed so as to be oriented to the side of the speed change actuator 146.

In addition, a space S to which the manual speed change operating part 161 is faced is formed between the clutch actuator 96 and the speed change actuator 146 so as to allow operation of the tool 162 necessary to change the speed change stage of the transmission M by one stage.

As shown in FIG. 1, at least part of the engine main body 28, or the rear portion of the engine main body 28 in certain embodiments, is disposed below the rear-row occupant footrest floor 20. A lid member 20a allowing the manual speed change operating part 161 and the operating piston 125 to be manually operated by an opening part of the rear-row occupant footrest floor 20 is attached to the floor 20 so as to be able to be opened and closed.

Again in FIG. 3, the transmission M is disposed below the inclined cylinder axis C of the engine main body 28 while partly overlapping the first hydraulic clutch 61 and the second hydraulic clutch 62, as viewed from the axial direction of the crankshaft 42. The speed change actuator 146 is disposed in a position such that the transmission M is interposed between the speed change actuator 146 and the crankshaft 42. A pair of exhaust pipes 164 connected to a lower side wall of the cylinder head 30 of the engine main body 28 is extended so as to pass above the transmission M, and partly overlap an upper portion of the speed change actuator 146, as viewed from the

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axial direction of the crankshaft 42. These exhaust pipes 164 are connected to an exhaust muffler 165 (see FIG. 2) that is disposed so as to extend in the vehicle width direction along the rear end of the vehicle body frame F, and which is supported by the vehicle body frame F.

In addition, the speed change actuator 146 is disposed on the outside on an opposite side of the driving gear group 51 in the transmission M from the crankshaft 42.

The oil storage tank 47 is attached to the spacer plate 45 of the engine main body 28 so as to be located outward in the axial direction of the crankshaft 42 on the periphery of the clutch actuator 96. The oil filter 106 is disposed in the oil storage tank 47 on an opposite side from the transmission M and the clutch actuator 96 with respect to the crankshaft 42 such that a horizontal line L passing through the axis of the crankshaft 42 crosses the oil filter 106. In addition, the oil cooler 107 is disposed on an upper portion of the oil storage tank 47.

In certain embodiments of the present invention, the solenoid body 132 is attached to the outer surface side of the clutch cover 46, which is attached to the spacer plate 45 of the engine main body 28 so as to cover the first hydraulic clutch 61 and the second hydraulic clutch 62. The linear solenoid valve 98 for controlling the pressure of the hydraulic oil from the oil pump 97, the single switching valve 99 for alternatively selecting the first and second hydraulic chambers 72 and 82 of the pair of the first and second hydraulic clutches 61 and 62 to be supplied with the hydraulic oil from the linear solenoid valve 98, and the shift solenoid valve 100 for controlling the operation of the switching valve 99 are attached to the solenoid body 132. Thus, outlets for the hydraulic oil from the solenoid body 132 to the side of the hydraulic chambers 72 and 82 of both of the hydraulic clutches 61 and 62 can be disposed closer to the centers of both of the hydraulic clutches 61 and 62. It is therefore possible to reduce effects of the outside air temperature and enhance responsiveness by performing the hydraulic control of the hydraulic clutches 61 and 62 at a position close to the hydraulic clutches 61 and 62.

In addition, the shift solenoid valve 100 is attached to the solenoid body 132, which is attached to the solenoid body attaching surface 136 formed on the clutch cover 46 from a direction intersecting the solenoid body attaching surface 136. The solenoid cover 133 attached to the clutch cover 46 covers the solenoid body 132 together with the shift solenoid valve 100. Thus, a space occupied by the shift solenoid valve 100 in a plane orthogonal to the axis of the hydraulic clutches 61 and 62 can be reduced, and the solenoid cover 133 covering the solenoid body 132 together with the shift solenoid valve 100 can be miniaturized. Furthermore, covering the shift solenoid valve 100 and the solenoid body 132 with the solenoid cover 133 can provide protection and thermal insulation from an outside air. It is therefore possible to reduce the effects of the outside air temperature more effectively and further enhance the responsiveness.

In addition, the solenoid cover attaching surface 139 for attaching the solenoid cover 133 is formed on the clutch cover 46 so as to be flush and continuous with the solenoid body attaching surface 136. Thus, the mold shape of the clutch cover 46 is simplified, and the processing of the clutch cover 46 is facilitated. Therefore, productivity can be improved.

In addition, the discharge control solenoid valve 101 for opening and closing the discharge oil passage 102 that allows the hydraulic oil from the pair of hydraulic clutches 61 and 62 to escape is attached to the solenoid body 132 so as to be parallel with the shift solenoid valve 100 and adjacent to the switching valve 99. Thus, switching between connection and disconnection of the pair of hydraulic clutches 61 and 62 can

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be performed smoothly by controlling the release of the oil pressure from the hydraulic clutches **61** and **62** by the discharge control solenoid valve **101**, while the discharge control solenoid valve **101** is easily covered by the solenoid cover **133**.

In addition, the linear solenoid valve **98**, the switching valve **99** and the shift solenoid valve **100** juxtaposed to the switching valve **99** on the side of the switching valve **99**, and the discharge control solenoid valve **101** are arranged from above in this order. Thus, the hydraulic oil from the linear solenoid valve **98** flows downward from above. The hydraulic oil can therefore be made to flow smoothly. In addition, passage resistance is reduced, so that an oil passage structure can be miniaturized.

In addition, the manual switching valve **118** extending in the upward-downward direction which manual switching valve **118** can guide the hydraulic oil from the oil pump **97** to the side of the switching valve **99** by bypassing the linear solenoid valve **98** is provided in the oil passage between the linear solenoid valve **98** and the switching valve **99**. Thus, the hydraulic oil from the oil pump **97** can be forcibly supplied to one of the hydraulic chambers **72** and **82** of the two hydraulic clutches **61** and **62**, while the flowing direction of the hydraulic oil at the time of forcibly supplying the hydraulic oil is the same as in a non-operating state of the manual switching valve **118**. Therefore, the hydraulic oil is made to flow smoothly, and the oil passage structure can be miniaturized.

In addition, the manual switching valve **118** is disposed in the clutch cover **46**. It is thus possible to shorten the oil passages and simplify the structure of the solenoid body **132** while controlling the oil pressure of the hydraulic clutches **61** and **62** with a two-story structure of the clutch cover **46** and the solenoid body **132** attached to the clutch cover **46**.

In addition, the clutch actuator **96** for switching between connection and disconnection of the first hydraulic clutch **61** and the second hydraulic clutch **62** and the speed change actuator **146** for switching the speed change stage of the transmission M are arranged so as to be adjacent to one side of the engine main body **28** along the axis of the crankshaft **42**. The clutch actuator **96** is provided with the manual clutch operating part **125** capable of being manually operated. The speed change actuator **146** is provided with the manual speed change operating part **161** capable of being manually operated. Thus, at a time of an emergency, in both of the clutch actuator **96** and the speed change actuator **146**, the manual clutch operating part **125** and the manual speed change operating part **161** disposed in proximity to each other can be operated to successively perform clutch connection switching necessary for travelling and the switching of the speed change stage. Therefore, operability can be improved.

In addition, the manual speed change operating part **161** of the speed change actuator **146** including the reduction gear mechanism **151** is provided so as to allow the tool **162** to be hooked onto the second gear shaft **157** forming part of the reduction gear mechanism **151**. Thus, the manual speed change operating part **161** is formed by changing the shape of the second gear shaft **157**, and the number of parts can be reduced by sharing the functions of parts, which sharing eliminates a need to add new parts.

In addition, the manual clutch operating part of the clutch actuator **96** including the manual switching valve **118** is the operating piston **125** forming part of the manual switching valve **118** and oriented to the side of the speed change actuator **146**. Thus, the operability of the manual speed change operating part **161** and the operating piston **125** as the manual clutch operating part can be further improved.

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In addition, the space S to which the manual speed change operating part **161** is faced is formed between the clutch actuator **96** and the speed change actuator **146** so as to allow operation of the tool **162** necessary to change the speed change stage of the transmission M by one stage. Thus, the speed change stage can be changed by one stage without a need for special operation of the manual speed change operating part **161**, while the space S between the clutch actuator **96** and the speed change actuator **146** is prevented from becoming larger than necessary.

In addition, the rear portion of the engine main body **28** as at least part of the engine main body **28**, is disposed below the rear-row occupant footrest floor **20**, so that the manual speed change operating part **161** and the operating piston **125** can be manually operated by opening part of the rear-row occupant footrest floor **20** of the four-wheeled vehicle. It is thus possible to improve usability at a time of an emergency while achieving a lower center of gravity.

In addition, the transmission M partly overlapping the first hydraulic clutch **61** and the second hydraulic clutch **62** as viewed from the axial direction of the crankshaft **42** in the internal combustion engine E, is disposed below the inclined cylinder axis C of the engine main body **28**, and the speed change actuator **146** is disposed in a position such that the transmission M is interposed between the speed change actuator **146** and the crankshaft **42**. The exhaust pipes **164** connected to the lower side wall of the cylinder head **30** are extended so as to pass above the transmission M and partly overlap an upper portion of the speed change actuator **146** as viewed from the axial direction of the crankshaft **42**. Thus, the clutch actuator **96** and the speed change actuator **146** can be disposed at a position equal to that of the crankshaft to be prevented from being affected by submergence. In addition, a space for disposing the exhaust pipes **164** connected to the lower side wall of the cylinder head **30** can be secured.

In addition, the transmission M is a gear transmission including the driving gear group **51** and the driven gear group **52** on the upper side and the lower side. The axis of rotation of the driving gear group **51** disposed on the upper side of the driving gear group **51** and the driven gear group **52** is disposed at the same height as the axis of the crankshaft **42**. The speed change actuator **146** is disposed on the outside on the opposite side of the driving gear group **51** from the crankshaft **42**. The output shaft **53** is disposed below the driven gear group **52**, which is disposed on the lower side of the driving gear group **51**. Thus, a space for disposing the output shaft **53** can be secured easily, and the power unit P can be made more compact.

In addition, the oil storage tank **47** located outward in the axial direction of the crankshaft **42** on the periphery of the clutch actuator **96** is attached to the engine main body **28**. Thus, an oil can be stored and retained at a relatively high position. This, coupled with the arrangement of the clutch actuator **96** and the speed change actuator **146** at a relatively high position, makes it possible to reduce a downward bulge of the power unit P and, thus, increase a ground clearance of the vehicle.

In addition, the oil filter **106** is disposed in the oil storage tank **47** on the opposite side from the transmission M and the clutch actuator **96** with respect to the crankshaft **42** such that the horizontal line L passing through the axis of the crankshaft **42** crosses the oil filter **106**. Thus, the power unit P can be miniaturized, while the oil filter **106** is prevented from being affected by submergence.

In addition, the oil cooler **107** is disposed on the upper portion of the oil storage tank **47**. Thus, the power unit P can

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be miniaturized while maintainability is improved by disposing accessories on one side along the axis of the crankshaft **42** in a concentrated manner.

In addition, the generator cover **48** and the reduction mechanism cover **49** are attached to the engine main body **28** on the opposite side from the oil storage tank **47** in the direction along the axis of the crankshaft **42**. Thus, bulges from the engine main body **28** are balanced on both sides of the crankshaft **42**, so that mountability in the vehicle can be improved.

Certain embodiments of the present invention have been described above. However, the present invention is not limited to the foregoing embodiments, but various design changes can be made without departing from the present invention described in claims.

#### DESCRIPTION OF REFERENCE SYMBOLS

**28** . . . Engine main body  
**30** . . . Cylinder head  
**42** . . . Crankshaft  
**47** . . . Oil storage tank  
**48** . . . Generator cover  
**49** . . . Reduction mechanism cover  
**51** . . . Driving gear group  
**52** . . . Driven gear group  
**53** . . . Output shaft  
**61, 62** . . . Hydraulic clutch as clutch  
**96** . . . Clutch actuator  
**106** . . . Oil filter  
**107** . . . Oil cooler  
**146** . . . Speed change actuator  
**164** . . . Exhaust pipe  
**C** . . . Cylinder axis  
**L** . . . Horizontal line  
**M** . . . Transmission  
**P** . . . Power unit  
**WF** . . . Front wheel as driving wheel  
**WR** . . . Rear wheel as driving wheel

We claim:

**1.** A power unit, comprising:

a clutch;

a transmission; and

a speed change actuator configured to switch a speed change stage of the transmission,

wherein the clutch and the transmission are configured to be disposed midway in a power transmission system between a crankshaft and a driving wheel,

wherein the clutch and the transmission are housed in an engine main body that rotatably supports the crankshaft, wherein the speed change actuator is disposed on the engine main body,

wherein the transmission partly overlaps the clutch as viewed from an axial direction of the crankshaft, and is disposed below an inclined cylinder axis of the engine main body,

wherein the speed change actuator is disposed in a position such that the transmission is interposed between the speed change actuator and the crankshaft, and

wherein an exhaust pipe connected to a lower side wall of a cylinder head forming part of the engine main body is extended and passes above the transmission, and at least partially overlaps an upper portion of the speed change actuator, as viewed from the axial direction of the crankshaft.

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**2.** The power unit according to claim **1**,

wherein the transmission is a gear transmission comprising a driving gear group and a driven gear group disposed on an upper side and a lower side of the transmission,

wherein an axis of rotation of the driving gear group is disposed on the upper side of the driving gear group, and the driven gear group is disposed at a same height as an axis of the crankshaft,

wherein the speed change actuator is disposed on an outside on an opposite side of the driving gear group disposed on the upper side from the crankshaft, and

wherein an output shaft is disposed below the driven gear group disposed on the lower side of the driving gear group and the driven gear group.

**3.** The power unit according to claim **2**, further comprising: a clutch actuator configured to switch between connection and disconnection of the clutch, said clutch actuator disposed on the engine main body and partly overlapping the clutch as viewed from the axial direction of the crankshaft, and

an oil storage tank disposed outward in the axial direction of the crankshaft on a periphery of the clutch actuator, said oil storage tank being attached to the engine main body.

**4.** The power unit according to claim **3**, further comprising: an oil filter disposed in the oil storage tank on an opposite side from the transmission and the clutch actuator with respect to the crankshaft such that a horizontal line passing through the axis of the crankshaft crosses the oil filter.

**5.** The power unit according to claim **4**, further comprising: an oil cooler disposed on an upper portion of the oil storage tank.

**6.** The power unit according to claim **3**, further comprising: a generator cover and a reduction mechanism cover attached to the engine main body on an opposite side from the oil storage tank in a direction along the axis of the crankshaft.

**7.** The power unit according to claim **1**, wherein the power unit is disposed in a vehicle.

**8.** A power unit, comprising:

a clutch means for switching between connection and disconnection of power between a transmission shaft and a main shaft;

a transmission means for transmitting power in an internal combustion engine; and

a speed change actuator means for switching a speed change stage of the transmission,

wherein the clutch means and the transmission means are configured to be disposed midway in a power transmission system between a crankshaft and a driving wheel, wherein the clutch means and the transmission means are housed in an engine main body that rotatably supports the crankshaft,

wherein the speed change actuator means is disposed on the engine main body,

wherein the transmission means partly overlaps the clutch means as viewed from an axial direction of the crankshaft, and is disposed below an inclined cylinder axis of the engine main body,

wherein the speed change actuator means is disposed in a position such that the transmission means is interposed between the speed change actuator and the crankshaft, and

wherein an exhaust pipe connected to a lower side wall of a cylinder head forming part of the engine main body is extended and passes above the transmission means, and

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at least partially overlaps an upper portion of the speed change actuator means, as viewed from the axial direction of the crankshaft.

9. The power unit according to claim 8,

wherein the transmission means is a gear transmission means comprising a driving gear group and a driven gear group disposed on an upper side and a lower side of the transmission means,

wherein an axis of rotation of the driving gear group is disposed on the upper side of the driving gear group, and the driven gear group is disposed at a same height as an axis of the crankshaft,

wherein the speed change actuator means is disposed on an outside on an opposite side of the driving gear group disposed on the upper side from the crankshaft, and wherein an output shaft is disposed below the driven gear group disposed on the lower side of the driving gear group and the driven gear group.

10. The power unit according to claim 9, further comprising:

a clutch actuator means for switching between connection and disconnection of the clutch means, said clutch actuator means disposed on the engine main body and partly overlapping the clutch means as viewed from the axial direction of the crankshaft, and

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an oil storage tank disposed outward in the axial direction of the crankshaft on a periphery of the clutch actuator, said oil storage tank being attached to the engine main body.

11. The power unit according to claim 10, further comprising:

an oil filter disposed in the oil storage tank on an opposite side from the transmission means and the clutch actuator means with respect to the crankshaft such that a horizontal line passing through the axis of the crankshaft crosses the oil filter.

12. The power unit according to claim 11, further comprising:

an oil cooler disposed on an upper portion of the oil storage tank.

13. The power unit according to claim 10, further comprising:

a generator cover and a reduction mechanism cover attached to the engine main body on an opposite side from the oil storage tank in a direction along the axis of the crankshaft.

14. The power unit according to claim 8, wherein the power unit is disposed in a vehicle.

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